

President's Corner

Jon Garliepp

WELCOME TO OUR TWO NEW MEMBERS:
Ron Carmichael and Jim Manley

Many thanks to Mike Reynolds for volunteering to be our new 'Hot Dog Chairman', an important prelude to all of our meetings.



Thanks Mike. Thanks also to Ted Robinson for all the hot dogs and beans that he has served over the past months. Lets all help the chef with the set up, cooking and the cleanup.

Welcome to two guests at the September meeting:
John Prior and Omri Kaliasky

Congratulations to Kelly Johnson and crew, they flew approximately 60 Young Eagles at Reid Hillview Airport on Saturday, September 13, 2003. GOOD JOB! The next Young Eagle event is scheduled for Saturday, October 11, at the Wings of History Museum, South County Airport.

FUTURE PROGRAMS

OCTOBER 2ND	GREG PISANICH AUTONOMOUS AERIAL VEHICLE
NOVEMBER	Ross Oliver from West Valley Flying Club
DECEMBER	ANNUAL HOLIDAY

We are thinking of sponsoring the B-17 Aluminum Overcast at a local airport, it will take some manpower to pull this off. We will discuss this with the membership at the October meeting. To do this we will need help with organizing the event. The reward is working with the B-17 crew and helpers, and the Chapter will also get a percentage of the sales (could be a big help for fund raising).

Storage Room: This has been unfinished for too long!!!! Vern has been very patient on the subject. We will fix the wall frame, hang sheet rock and build shelves on Saturday October 18, 2003, 8:00 AM, everyone is encouraged to participate. WE NEED TO GET THIS DONE!!!!

Be thinking of whom you are going to nominate this year. For sure we will need a VP, Secretary, Editor and two (2) Directors. You can volunteer for these positions, also. jcgarliepp@earthlink.net

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Calendar of Events

OCTOBER

10/2-CHAPTER 62 GENERAL MEETING

10/4- Frazier Lake Antique Aircraft Display

10/4 - 10/5/ San Jose, CA Aviation Weather

Safety Seminar-Weather or Not,San Jose

International Airport KSJC Contact Information:

Kathy Dennstaedt 410-379-5731 Email Address:
contact@chesavtraining.com

10/9- CHAPTER 62 BOARD MEETING RHV 7:30

10/11 CHAPTER 62 YOUNG EAGLES AT Q99

10/11 -Truckee, CA Chapter 1073 Pancake
Breakfast,Truckee Tahoe TRK530-587-4811

10/11 -Columbia, CA EAA Chapter 1337
Pancake Breakfast,Columbia O22 Contact
Information: Alan Wallace 209 586-5860 Email
Address: awelectric@mlode.com

NOVEMBER

11/8 - 11/8/2003 Columbia, CA

Northern Yosemite Chapter 1337 Young Eagles

Rally,Columbia O22 Contact Information: Elwin Smith

(209) 588-9544 Email Address: elwins24r@yahoo.com

11/9 - 11/9/2003 Riverside, CA Veteran's Day

Event,Flabob Contact Information: Jon Goldenbaum

909-684-4280

FUTURE AIR SHOWS



◆ **October 9th- 12th**
Copperstate Fly-in PRA
Phoenix Regional Airport
<http://www.copperstate.org/>

Editor's Desk

Ed Rosiak

TRICK OR TREAT? I'd say that the year has been a treat all the way. As a chapter we are having another great year. And, we owe it all to those that make it happen time and again. I can't think of a bad month, can you?



We've had a few fly-outs, Young Eagles has been reinvigorated, we've had some show & tell's, and listened to some great speakers too. The rest of us owe thanks to all of our hard working chapter members who are making this year so successful.

The end of the year is rapidly approaching and we are still looking for a few folks to step up to take over some very important positions. How about you? Please make sure that all of you attend the November meeting for elections. This is a very important event as we are required by National to list all chapter officers before the end of the year.

The September Young Eagle event was a big success. There are pictures on our web site and page three in this issue is

loaded with them too. I had a great time helping out in the morning and I have to say that without exception there were many smiling kids.

Further, I got to talk to several parents about the Young Eagle Program along with the 'how's and why's' it came to be. Most did not know that the pilots were not only giving rides on their time, but on their dime too. I enjoyed talking to some of the parents and I took the opportunity to share the education process regarding Reid Hillview's value to the community. It appears that the EAA will easily meet their objective of flying 1,000,000 kids by the 100th Anniversary of flight in December. I hope that the program continues on, and I wonder how many lives were changed, and how many people were surprised by the value of their airports as an asset. The final Young Eagle event is on Saturday, October 11th at South County Airport (Q99). Why not sign up to fly or help out on the ground crew to see what you have been missing. Seeing all those kids smiles makes it worth the effort believe me.

As you know, after December I will no longer be the newsletter editor. As of this writing I'm not aware of anyone stepping up to take it over. Don't be afraid folks. Remember, I am proof that you don't have to be an English Major or a computer wizard to do the job. How about it?.....ed

Young Eagles Take the Air at RHV



Here are the final numbers for our Young Eagles event on 9/13. According to the number of forms I received, we flew 56 kids. This was the first Young Eagles experience for all but six kids. I felt that this was a better number of kids for me at this event because I got more time to explain how an airplane flies and how it all works.

The top three pilots in terms of YE's flown that day were: Me with 14 Young Eagles flown, Russ with 12 and

a tie for third with Alec and Wolfgang each flying 8 kids each. Go figure, we all flew four place airplanes!

We sold \$158.00 worth of T-shirts and hats and received \$36 in donations! Thanks again for a great event. Hopefully I'll see some of you at the 10/11 event at South County (Q99).

Kelly Johnson

Meeting Minutes

Ted Robinson

GENERAL MEETING

President Jon Garliepp called the meeting to order at 7:30. Guests were introduced. Randy Wilde gave the treasurer's report. Alec Piplani spoke on the upcoming Young Eagles events, September 13th at RHV and October 11th at South County. There will also be a fly-out to Santa Rosa on September 20th. Our upcoming programs are: Chapter member Greg Pisanich from NASA



for October, and nothing as yet for November. Our Holiday party will be the same as last year, a potluck.

Kelly Johnson spoke more on Young Eagles. We will have at least 40 kids for the upcoming event at Reid Hillview Airport (RHV). We need help at the ground crew level. A sign up sheet was passed around for volunteers. Any interested in helping, be at RHV on Saturday, September 13th at 8:30 AM. Reid Hillview airport day is September 27th. Wolfgang spoke on the fly-out on September 20th to Santa Rosa. He would like us all to arrive there around 12:00 for lunch, followed by a tour of the air museum located there. The Air Academy attendees could not attend, they will however, be present for October's meeting. We were all reminded of the upcoming elections. Mike Reynolds has volunteered to be the new hot dog chairman. The nominations will be in October, elections in November. We still need a VP, Secretary and Newsletter Editor/Publisher.

The meeting was adjourned at 7:55. Raffle and donuts followed. The program was Ralph Reichhold and his Cavalier. Officers and Board Members present were: Jon Garliepp, Alec Piplani, Ted Robinson, Randy Wilde, Rolland LaPelle, Ralph Reichhold, Jack Bowlus and Wolfgang Polak.

BOARD MEETING

RHV airport terminal building,
San Jose, CA

President Jon Garliepp called the meeting to order at 7:35 PM. The secretary's report was approved as printed. Randy handed out the treasurer's report; it was approved as presented. Alec spoke of upcoming programs. We now have a program for November; it will be Ross Oliver from West Valley Flying Club. His speech will be about his cross-country flight in a Grob motorglider. The Holiday Banquet will be the same as last year.

Brian Dal Porto spoke on upcoming Young Eagles events. We will have an event on October 11th at South County. Jon Weiler was not here for a membership report. Wolfgang spoke on the upcoming fly-out on September 20th to Santa Rosa. **VERN MILLER WANTS OUR CHAPTER STOREROOM FINISHED.** There will be a work party there on October 18th. Anyone who can help, please see one of the officers or board members. Saturday, September 27th is RHV airport day.

The idea was floated about Chapter 62 sponsoring a future EAA B-17 event in the area. Approximately 12 volunteers would be needed. We would make some money from this. Jon Garliepp said he would bring it up at the next general meeting.

The meeting was adjourned at 8:30. Officers and board present were: Jon Garliepp, Alec Piplani, Randy Wilde, Ted Robinson, Jack Bowlus, Wolfgang Polak, Ralph Reichhold, Rolland LaPelle and Brian Dal Porto.

Respectfully submitted,
Ted Robinson,
Chapter Secretary



Gadgets

So you say you have a pocket full of change that's just burning a hole in your pocket? Well, let us help you out with pointers to some new flight gadgets that you just can't do without!

Pocket Tachometer (courtesy of Wolfgang Polak)

Have you ever wanted to check the readings on your tachometer against the actual? Sure, but your not about to pay for an hour of shop time to find out. Well if you can borrow a windows PC or Pocket PC you can do it for free! Just download this RPM from Sound program from Real Time Specialties. It's accurate to within 1 rpm and can be used within your aircraft, or from across the airport.

<http://www.tunelab-world.com/rpmsound.html>

New Design Timer

So you say your aircraft is so slow that you use a calendar to time your approaches? Well, it's time to upgrade and this new design timer from ASA has got it all. An innovative interface that features an LCD display with backlight, multiple simultaneous timers, digital notepad, fuel timer, stopwatch and more. Check it out online at:

http://www.asa2fly.com/AB2012000Store/product1.asp?SID=1&Product_ID=430

Checklist Injector

Checklists are an important part of flying, and if you have to pop a Gingko Biloba to make it through your preflight, this new product may be just what you need.

It's called the Checklist Injector from Pine Mountain Tech. It allows you to record and play back your own spoken checklists into your audio system. The rocker switch control is smaller than a postage stamp and will surface mount on your panel or yoke and the support hardware is equally small and can be panel or remotely installed. Take a look at it at the following site:

<http://www.pma-tech.com/>

Next Fly-Out October 4th

Here is some preliminary info on the October 4 fly-out to Jack Bowlus' airstrip. We're still working on some of the details but there are some important things people should know:

- This will be to a private strip.
- Pilots will have to sign a liability waiver.
- The runway is (supposedly) well-packed gravel.
- It is about 9 nm north of Paso Robles.
- This will be a potluck lunch.
- May want to bring spouse.

More details, the actual waiver, maps, directions will appear on the web (events page) as soon as they are available. Pilots without web access need to come to the Oct 2 meeting for details.

Wolfgang will coordinate ride sharing and answer questions. (408-799-9210, wp@pocs.com)

Flying Across Africa

Wolfgang Polak

Part 2 of a four part story.....

To make sure the check ride in South Africa would go smoothly, I got a checkout in Palo Alto in a Cessna 172 RG, the type aircraft I would be flying. I had flown a 172 RG many years earlier and had forgotten everything about it. Turns out that with gear up and constant speed prop it performs pretty much exactly like my Grumman Tiger with the gear welded down and the fixed pitch prop, using the same O360.

The last part of the preparation was to get a Garmin 89 GPS. That was the only hand-held at the time that had a worldwide database. I played around with it to become familiar and as luck would have it, it broke a week before we were to leave. With a bit of scrambling I managed to get a replacement unit in time.

It's not easy to get to South Africa. We decided to fly to Frankfurt Germany, stay with relatives for a couple of days to get rid of the jet lag, and then take an overnight flight to Johannesburg. Both flights are about 10 hours. So all in all we spent 40 hours in a 747, more time than I spent flying myself. On the flight to Johannesburg I woke up in the middle of the night and noticed on the monitors, which showed our progress and other vital statistics that we were flying at 12,000 ft. Since we weren't anywhere close to Johannesburg I enquired if we were about to make an unscheduled stop. No, we had lost the emergency oxygen system and the skipper decided to fly the rest of the way at 12,000 ft.

Nick and Christina picked us up and drove us to a hotel close to the Lanseria airport where I was going to rent the plane and get the checkout for my temporary license. Once in the hotel, I tuned my handheld to the tower frequency. Wow, this was like a foreign language. They do use a slightly different terminology and their pronunciation is some mixture of English, Afrikaans and probably something else. I felt like a student pilot on the first flight when all the radio rambling is incomprehensible.

The next morning we went to the FBO and I checked out ZS-MUV. I tried to be very thorough to make sure I could trust the old bird to carry me across lots of rather inhospitable terrain. Things checked out fine but I did miss the door lock that did not work. We found out about that on our first stop and ended up leaving the plane unlocked for the whole trip. We had lots of things in there but nothing ever disappeared.

During the check ride I immediately noticed that flying in Africa is different. Yes, there are rules but there seems hardly anyone to enforce them. Besides the usual and expected,

e.g., navigating by compass and stopwatch, I learned how to land in a bush strip and how to do a precautionary landing. When landing in the bush you are, rightly, concerned about animals. So the technique is to fly low over the field twice, to check for wild life and runway condition. Well, on my first landing I demonstrated that this procedure is not foolproof. Everything looked just fine for the landing until right after touch down when a rather large herd of Impala, about 150 of them, decided to cross the runway. Serious braking by both pilots barely avoided turning the Cessna into a meat grinder.

My instructor was a serious seat-of-the-pants kind of guy. Besides flying the African bush, he'd been earning his living ferrying planes from the States to South Africa. And he did it by flying US main land direct Azores direct northern Africa - lots of water there. During the flight he had lots of wisdom for me, such as "don't land on roads, land on farmers field" which, I trust, was based on hard experience and not some bogus hangar talk.

The precautionary landing is a standard private pilot maneuver in South Africa. Here is the scenario: As VFR pilot you get caught under the deck and there is no way out. So you find a place to put down while you're in control of the situation. It was an interesting exercise. He made me fly 200' over the treetops and look for a place to land. It's easy to spot the good landing sites from 5000' but from 200' you see nothing. And you're so busy trying not to run into anything, there's no chance to glance at a map and navigate.

Then there was the written test. I had studied the material pretty well but had figured nobody would ask me about the equivalent of our Part 61. Big mistake. There is no special test for those few foreigners that want to get a temporary license. So, you just do the standard private pilot written. Luckily it was open-book and I somehow got through it okay. Failing this silly test sure would have been a terrible way to end our vacation.

There was another step where Nick Hanks was extremely helpful. He took all the paperwork from the flight school, drove it to Pretoria, had it signed and stamped by all the right bureaucrats, and got someone to issue the license. I wonder how long that would have taken me to do by myself.

Now everything was ready for the flying safari to start. I had the license, a plane, emergency supplies, backup radio, GPS, and the latest charts - a mere 10 years old. Charts are WAC size but don't show any frequencies. Instead, you buy a little booklet that lists the latest frequencies. But even this information proved wrong at times and the safest thing is to talk to the locals. *Continued next month.....ed*

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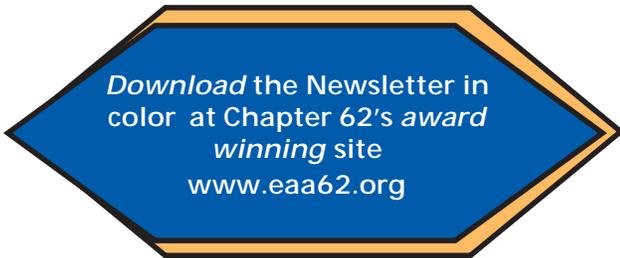
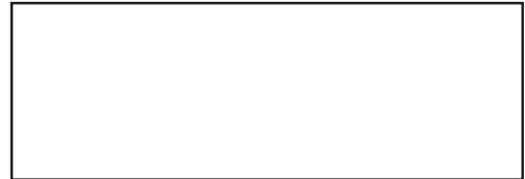
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- \$30.00 Annually
- National membership is required

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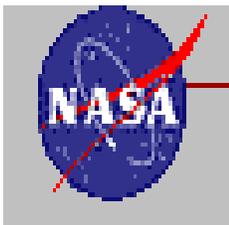
MEMBERS MEETING: THURSDAY OCTOBER 2ND, 2003

BOARD MEETING: THURSDAY OCTOBER 9TH, 2003 7:30 PM RHV

THIS MONTH'S PROGRAM

RECENT UAV WORK AT NASA AMES

October's meeting will feature our own Flight Sites Columnist, Greg Pisanich, who will provide an overview of the Unmanned Aerial Vehicle (UAV) work he is involved with at NASA Ames. It's been almost two years since Greg spoke to us about the ACAT amphibious flier, and this time he'll have several new aircraft to show, and projects to talk about including the BAT flyer and the BEES for Mars Project.



He'll also tell us a bit about his visit north of the Arctic circle and the hunting techniques of polar bears. Don't miss it!.....Alec Piplani

Our meetings are open to the public. EAA members, their *GUESTS, AND VISITORS ARE ALWAYS WELCOME*. Chapter 62 usually meets on the 1st Thursday of each month (*except August*), 7:30 PM. at Vern Miller Aviation, 2635 Cunningham Avenue, Reid Hillview Airport (main entrance, on Cunningham Avenue right side of the road).



Hangar Hour

Come meet your fellow EAAer's, make new friends, have some food, and enjoy the camaraderie. Food will be sold from 6:30: to 7:25 during which time you can hangar talk or view various 'How To' videos. The meeting will start promptly at 7:30 PM, with 10 minutes of announcements, 10 minutes of "open mike," and 10 minutes for the coffee break. The program starts promptly at 8:00PM.

